BookletChart™

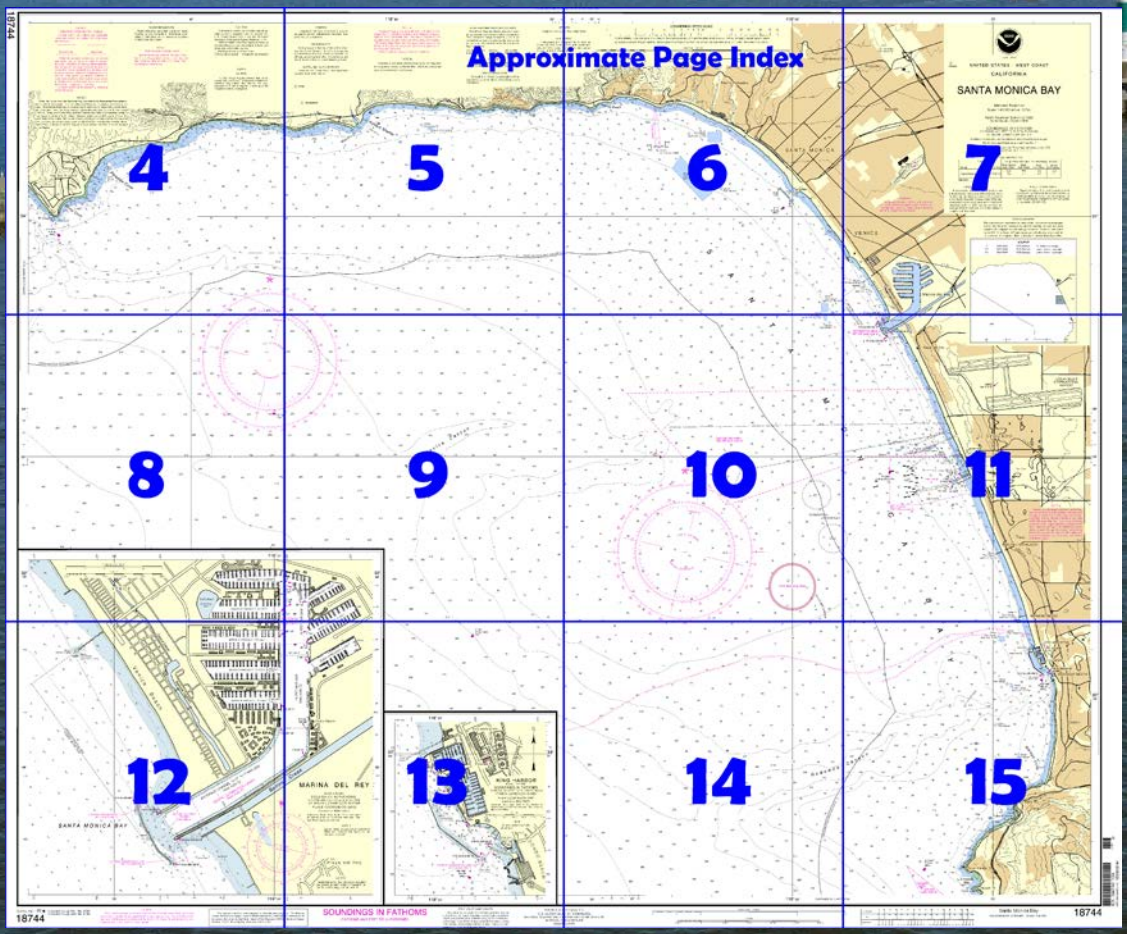
Santa Monica Bay

NOAA Chart 18744

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18744.

(Selected Excerpts from Coast Pilot)
Palos Verdes Point, 2 miles NNW of Point Vicente, is a bold, bluff point, 120 feet high, rising abruptly to the W extremity of Palos Verdes Hills. There are no dangers off the point, but heavy kelp extends 0.6 mile offshore and is marked by a lighted bell buoy 0.7 mile W of the point.
Lunada Bay is a small bight on the S side of Palos Verdes Point. **Resort Point** forms the S side of this bay.
Flat Rock Point, 1.7 miles NE of Palos Verdes Point, is on the S side of Santa Monica Bay. A narrow spur protrudes from the otherwise rounded point. **Flat Rock**, 6 feet high, and **Bit Rock**, 5 feet high, are 175 yards and 250 yards, respectively, off the spur. **Bluff Cove** is a shallow bight on the S side of Flat Rock Point. The beach is covered with boulders.
Santa Monica Bay is formed by the curving coast between Point Vicente and Point Dume. The depths of Santa Monica Bay are comparatively shoal, the 10-fathom curve in general lying about 1 mile from shore, except at Redondo Beach where a deep submarine valley, **Redondo Canyon**, heads close to the shore.
Malaga Cove, just N of Flat Rock Point, is used occasionally by fishing boats with local knowledge, but it is open to the prevailing W winds. Boats enter through a break in the kelp and anchor inside in 6 to 7 fathoms, with the S point of the cove bearing 207°.
King Harbor, 4.5 miles NNE of Palos Verdes Point, is a large small-craft harbor at **Redondo Beach**. The harbor is used mostly by pleasure craft and accommodates upwards of 1,400 boats.
Caution.–The city of Los Angeles advises that under certain tidal conditions, underwater installations between King Harbor and Marina del Rey, seaward to 9 fathom depths, present possible hazards to surface navigation.
Sport fishing barges usually anchor 1 or 2 miles offshore during the summer; caution is advised to avoid them.
Hermosa Beach and **Manhattan Beach** are between Redondo Beach and El Segundo; both have public fishing piers with fish havens covered 9 feet around their seaward ends. The pier at Hermosa Beach is about 1.3 miles N of Redondo Beach and extends about 275 yards from shore; a private sound signal is at the outer end. The Manhattan Beach pier, 2.5 miles N of Redondo Beach, extends almost 175 yards from shore.
El Segundo, about 2 miles N of Manhattan Beach, has extensive oil refineries with several large oil tanks on high ground being prominent. Other prominent features are: an aero light N of El Segundo at Los Angeles International Airport, two 334-foot striped stacks in about 33°55'06"N., 118°25'39"W., and a power plant with four stacks about 0.6 mile SSE of the striped stacks. A rock groin, marked at its outer end by a private light, extends seaward from the N end of the power plant. An offshore oil terminal with two multi-buoy sea berths is about 1.3 miles W of El Segundo. The terminal, operated by Chevron USA, loads and discharges tankers through several submerged hoses and pipelines. A private lighted bell buoy is W of the offshore terminal and a safety zone surrounds the terminal. (See **33 CFR 165.1156**, chapter 2, for limits and regulations.) Two anchorages are WSW of the offshore terminal for vessels awaiting berthing assignments at the terminal. Vessels intending to use these anchorages must first contact the Vessel Traffic Information Service on VHF-FM channel 14 for assignment and further instruction.
Caution.–Mariners should exercise caution when navigating over the sewer outfalls and submerged pipelines that extend seaward from El Segundo. Numerous uncharted buoys and other potential hazards to navigation exist within this area.
A **restricted area** extends about 7 miles offshore at El Segundo. (See **162.195**, chapter 2, for limits and regulations.)
A **restricted area** governing navigation inside the detached breakwater has been established. (See **162.200**, chapter 2, for limits/regulations.)
Traffic separation lanes have been established in the entrance channel to Marina del Rey. These lanes are marked by State Waterway Regulatory Buoys with the words "No Sail." All vessels under power, or power and sail, shall keep these buoys to their port when entering or departing the harbor.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Alameda	Commander 11th CG District Alameda, CA	(510) 437-3700

Table of Selected Chart Notes

NOTE
All aids inside King Harbor are private.

HEIGHTS
Heights in feet above Mean High Water.

NOTE C
Speed limits are posted on uncharted White and Orange can buoys in the improved channel.

NOTE D
Inside Marina Del Rey, all aids to navigation are private except the light on the pier at lat. 33° 58' 12.5" N, long. 118° 26' 48.0" W.

Scale 1:10,000
SOUNDINGS IN FATHOMS
FATHOMS AND FEET TO ELEVEN FATHOMS
AT MEAN LOWER LOW WATER

Scale 1:10,000
SOUNDINGS IN FATHOMS
FATHOMS AND FEET TO ELEVEN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTE B
CAUTION
The City of Los Angeles advises that under certain tidal conditions, underwater installations between King Harbor and Marina del Rey, seaward to 9 fathom depths, present possible hazards to surface navigation.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Los Angeles, CA	KWO-37	162.550 MHz
Santa Ana, CA	WWG-21	162.450 MHz

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE F
TRAFFIC SEPARATION LANES
Uncharted buoys, labeled "No Sail," mark the Traffic Separation Lanes in Marina Del Rey Entrance Channel. See U. S. Coast Pilot 7 for detailed information.

NOTE G
Numerous submerged pipelines, sewer lines, uncharted buoys and other potential hazards to navigation exist within this area. Anchoring, dredging, seining, fishing, and similar activities within this area may foul, rupture, or otherwise disturb the submerged pipelines, risking severe environmental damage. If circumstances necessitate a transit through this region, proceed by the most direct route without undue delay and extreme caution, as there are numerous unlighted buoys.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.042" northward and 3.283" westward to agree with this chart.

Mercator Projection
Scale 1:40,000 at Lat. 33°55'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.
Refer to charted regulation section numbers.

NOTE H
Numerous uncharted private mooring buoys may exist in the general vicinity of Malibu Pier. Mariners should use caution when transiting this area.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Santa Monica (Municipal Pier)	(34°00'N/118°30'W)	5.4	4.7	0.9

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Jun 2010)

45'

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

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Covered wells may be marked by lighted or unlighted buoys.

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TRAFFIC SEPARATION LANES

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CAUTION

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

NOTE B

CAUTION

The City of Los Angeles advises that under certain tidal conditions, underwater installations between King Harbor and Marina del Rey, seaward to 9 fathom depths, present possible hazards to surface navigation.

Malibu Riviera

Paradise Cove

Dume Cove

Pt Dume

Obstn PA
Fish Haven

Subm pilings

Subm dol rep PA

SIGN

TANK

34°

THREE NAUTICAL MILE LINE (see note X)

CONTINUED ON CHART 18740

Joins page 8

MAGNETIC

VAR 12°45'E (2010)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

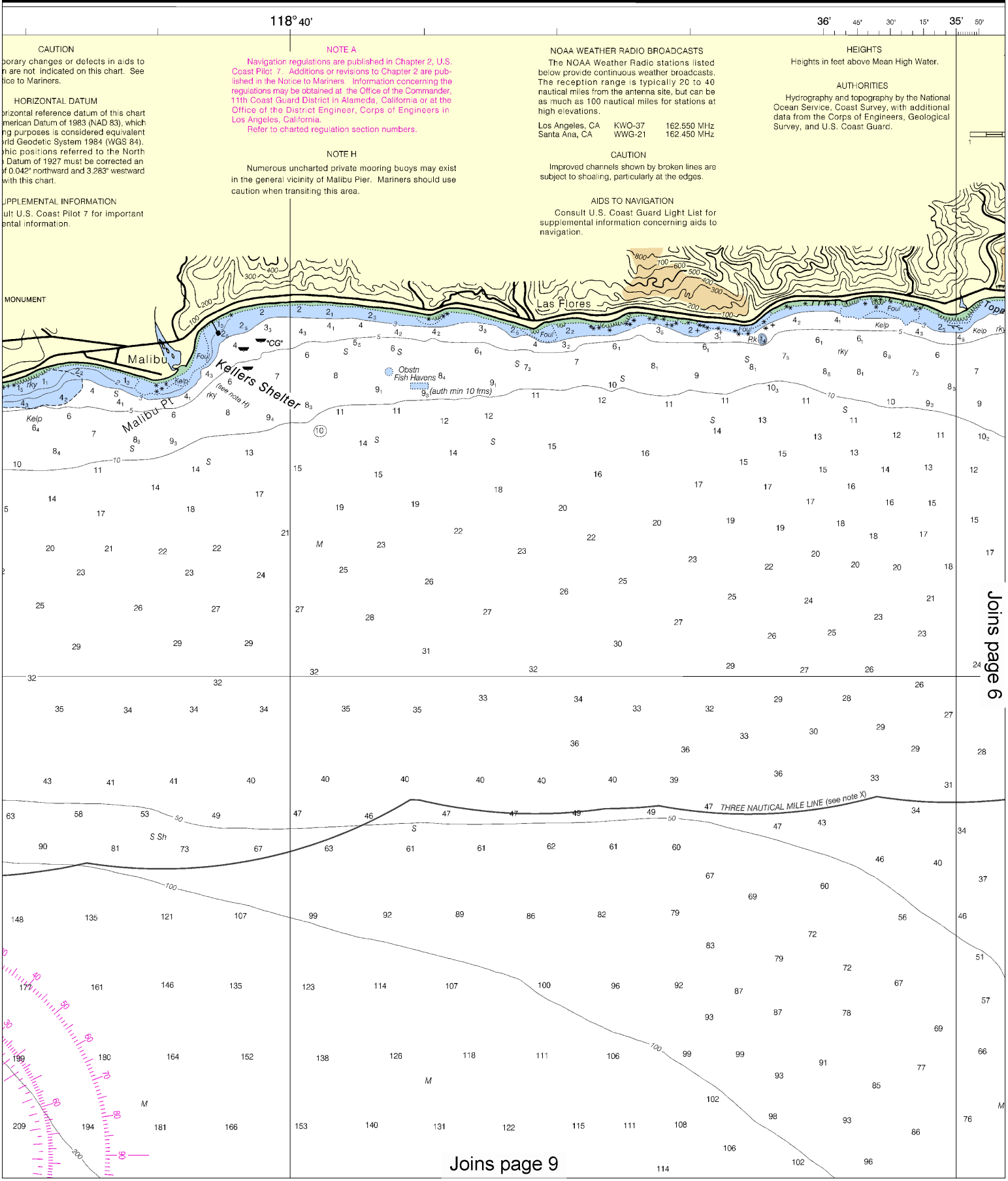
Nautical Miles

1 ½ 0 1 2 3

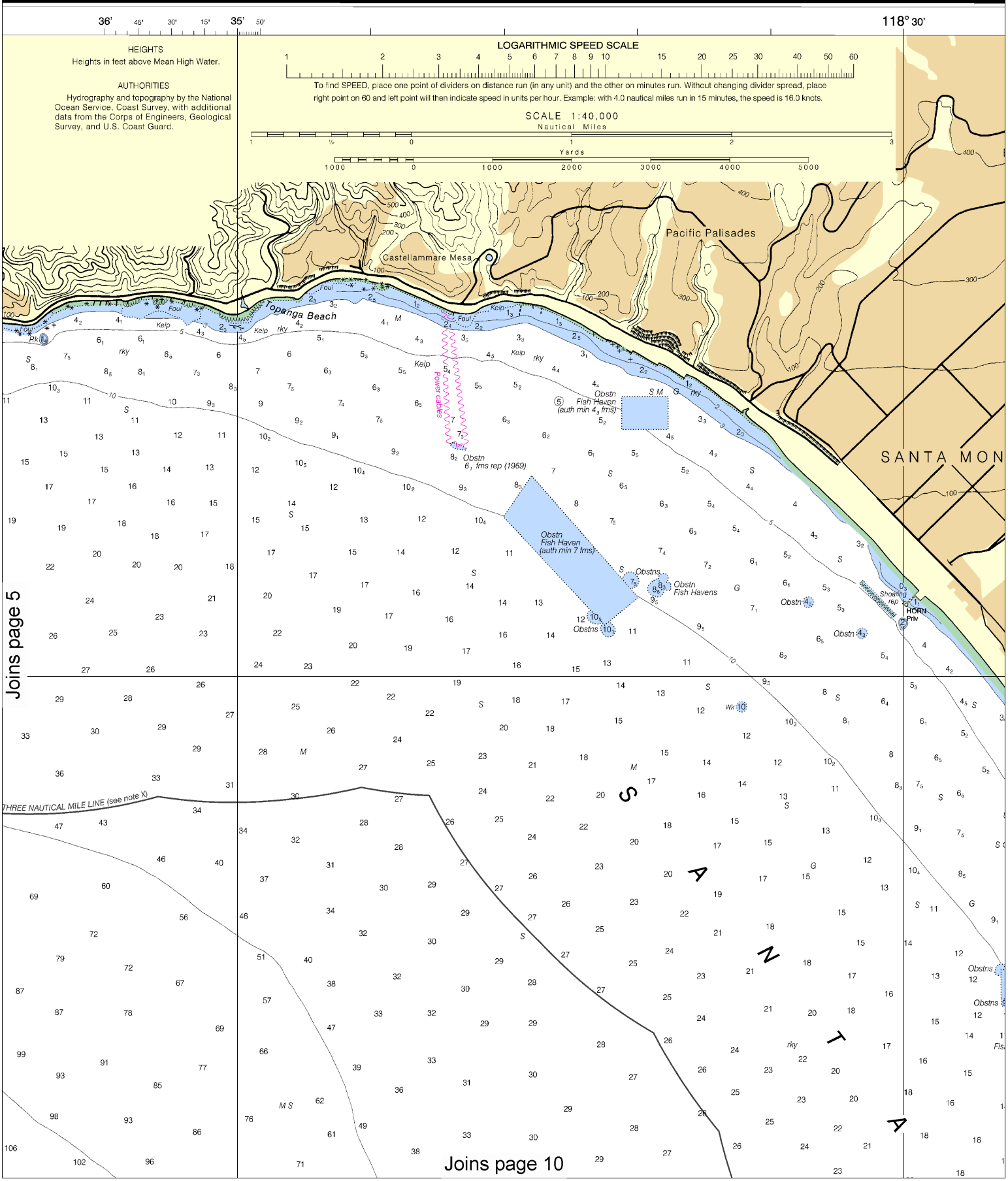
Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57143. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

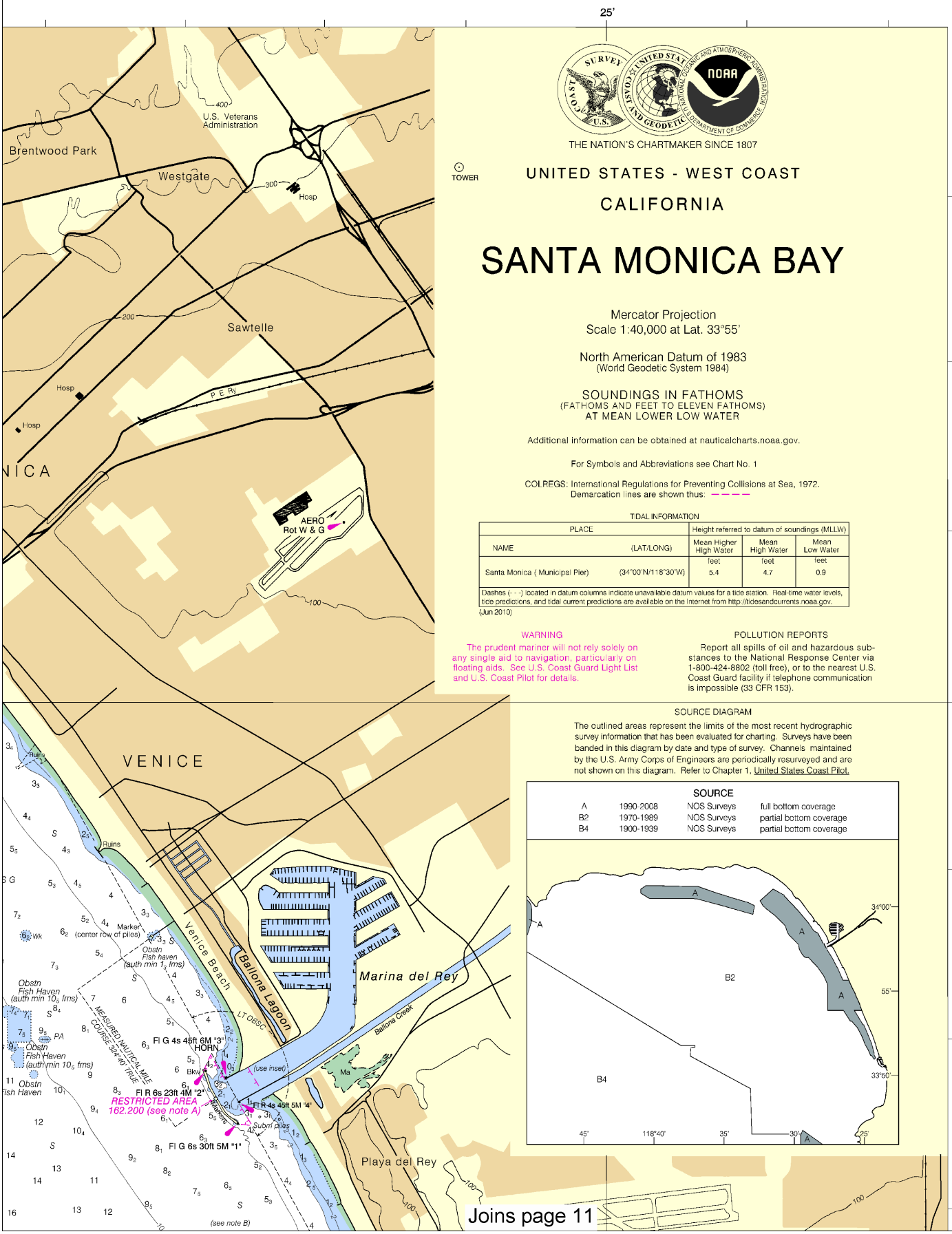


6

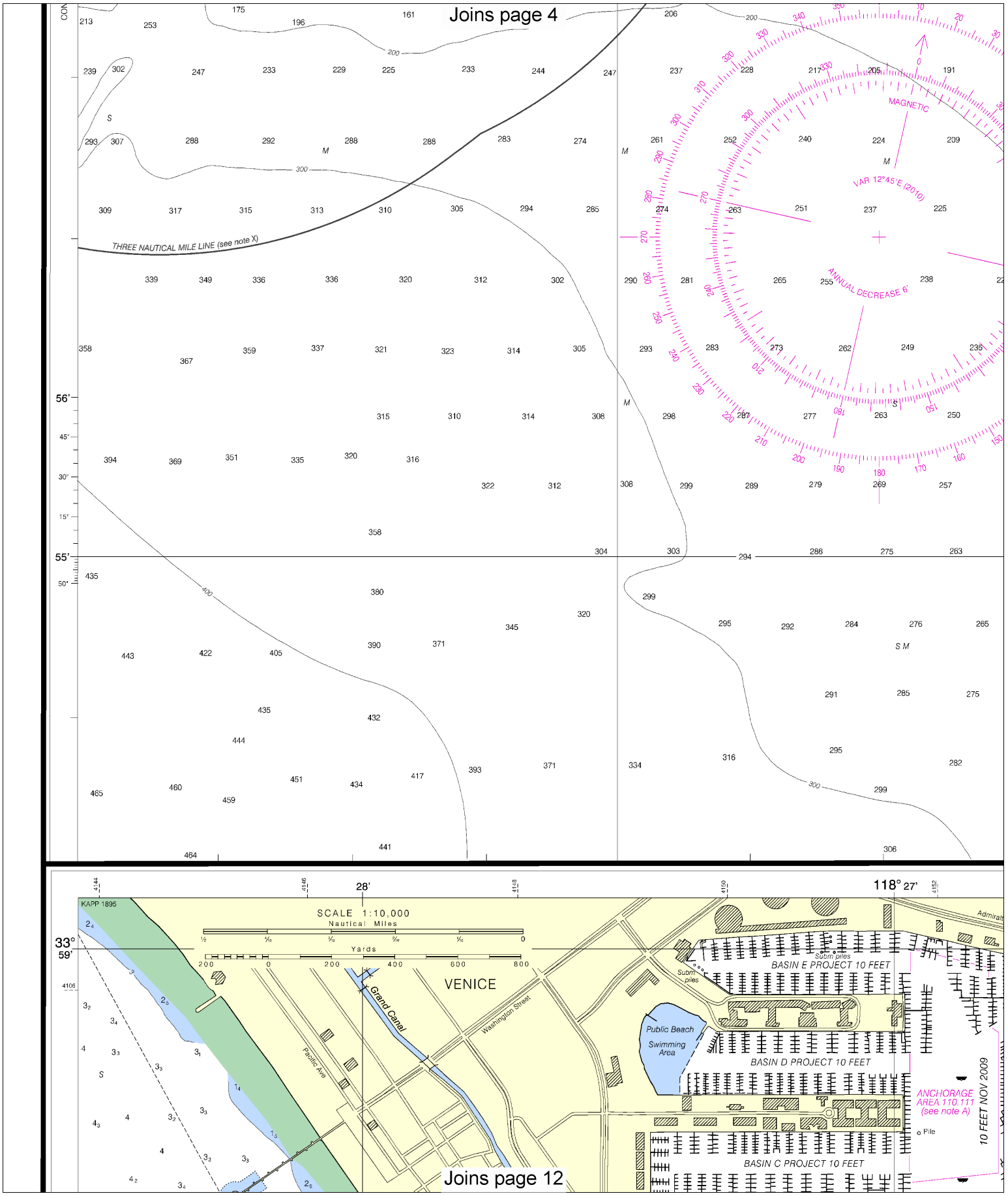
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ Nautical Miles Yards

See Note on page 5.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: n/a.



8

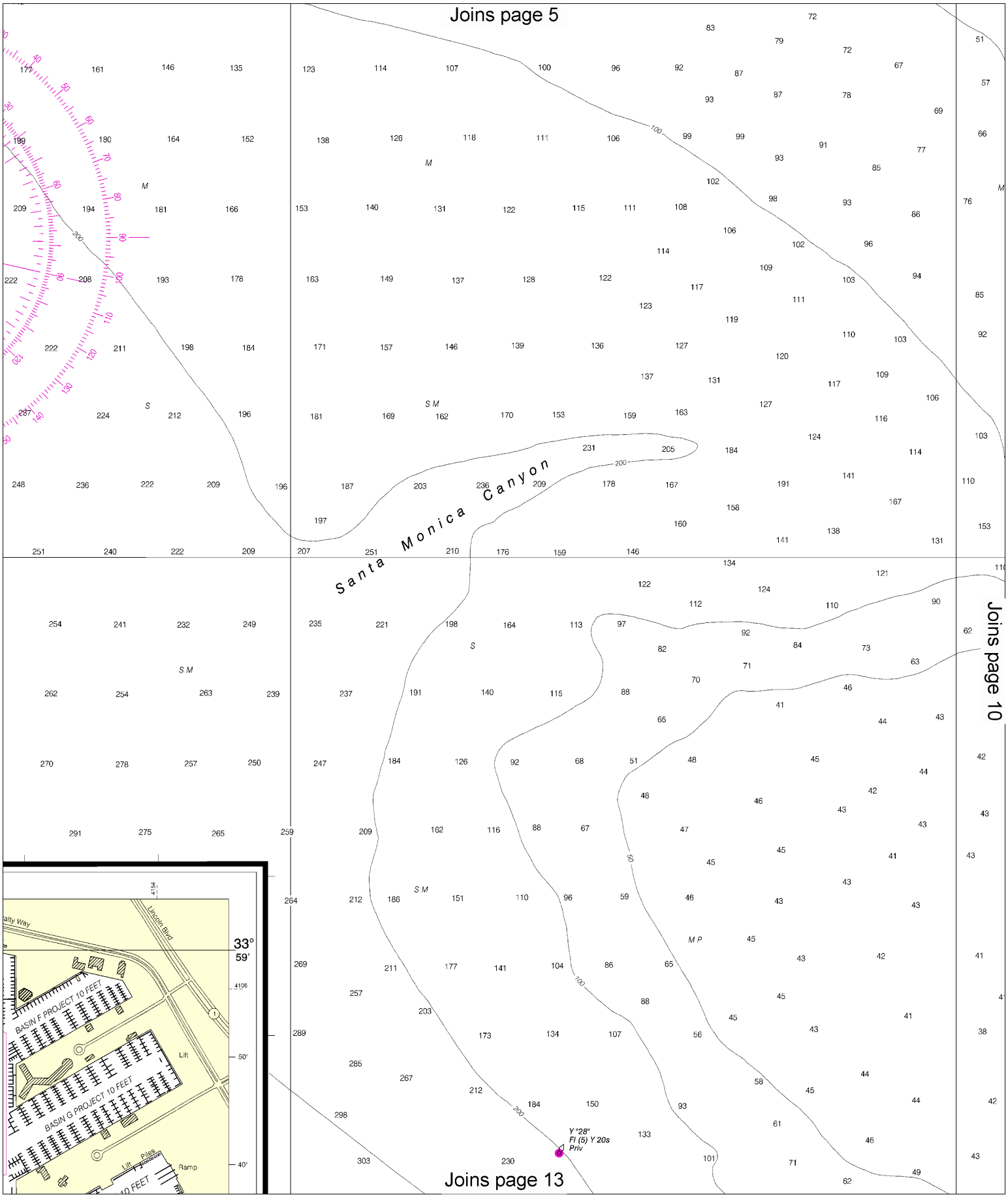
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

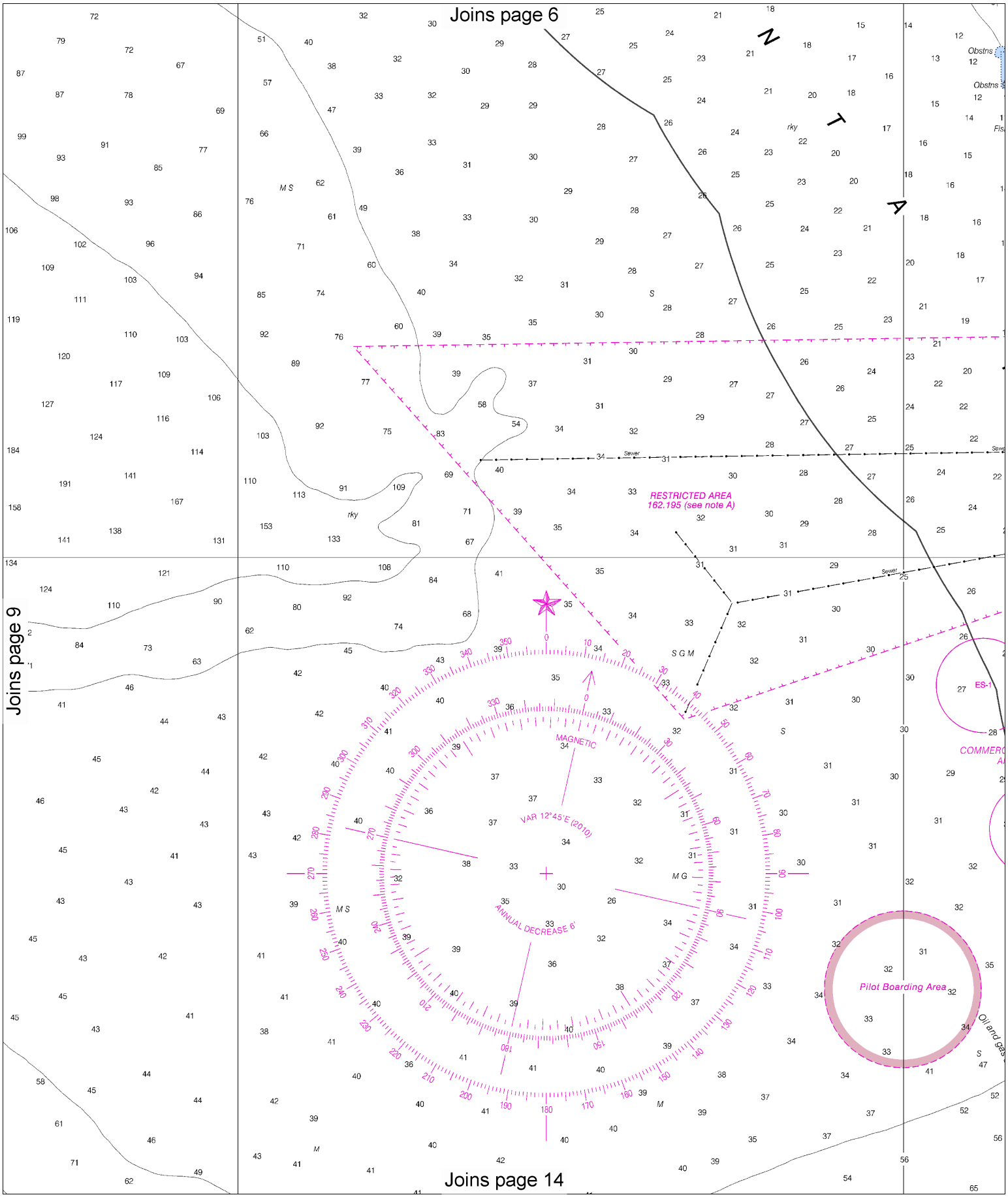
Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 5



Joins page 10

Joins page 13



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

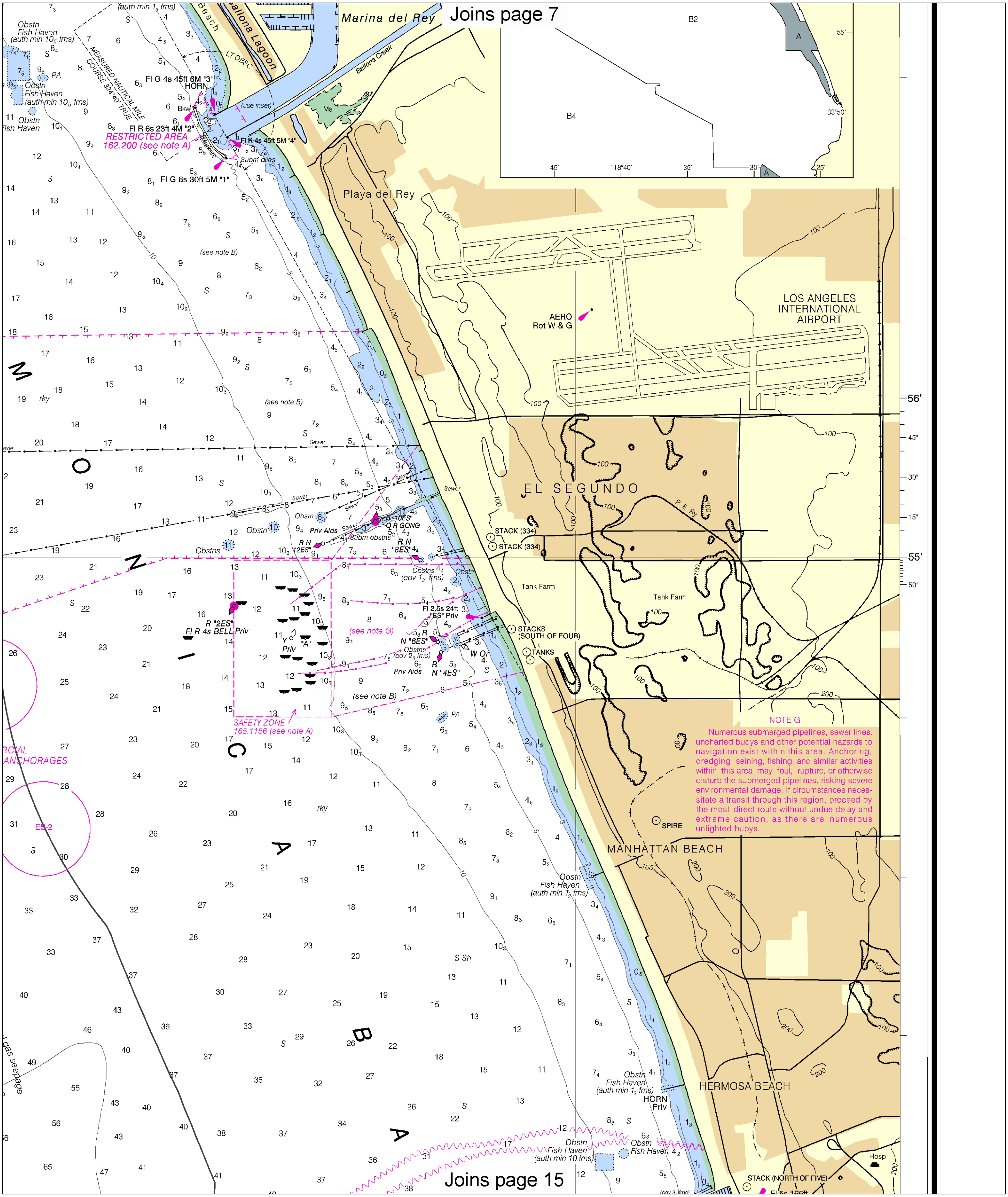
Nautical Miles

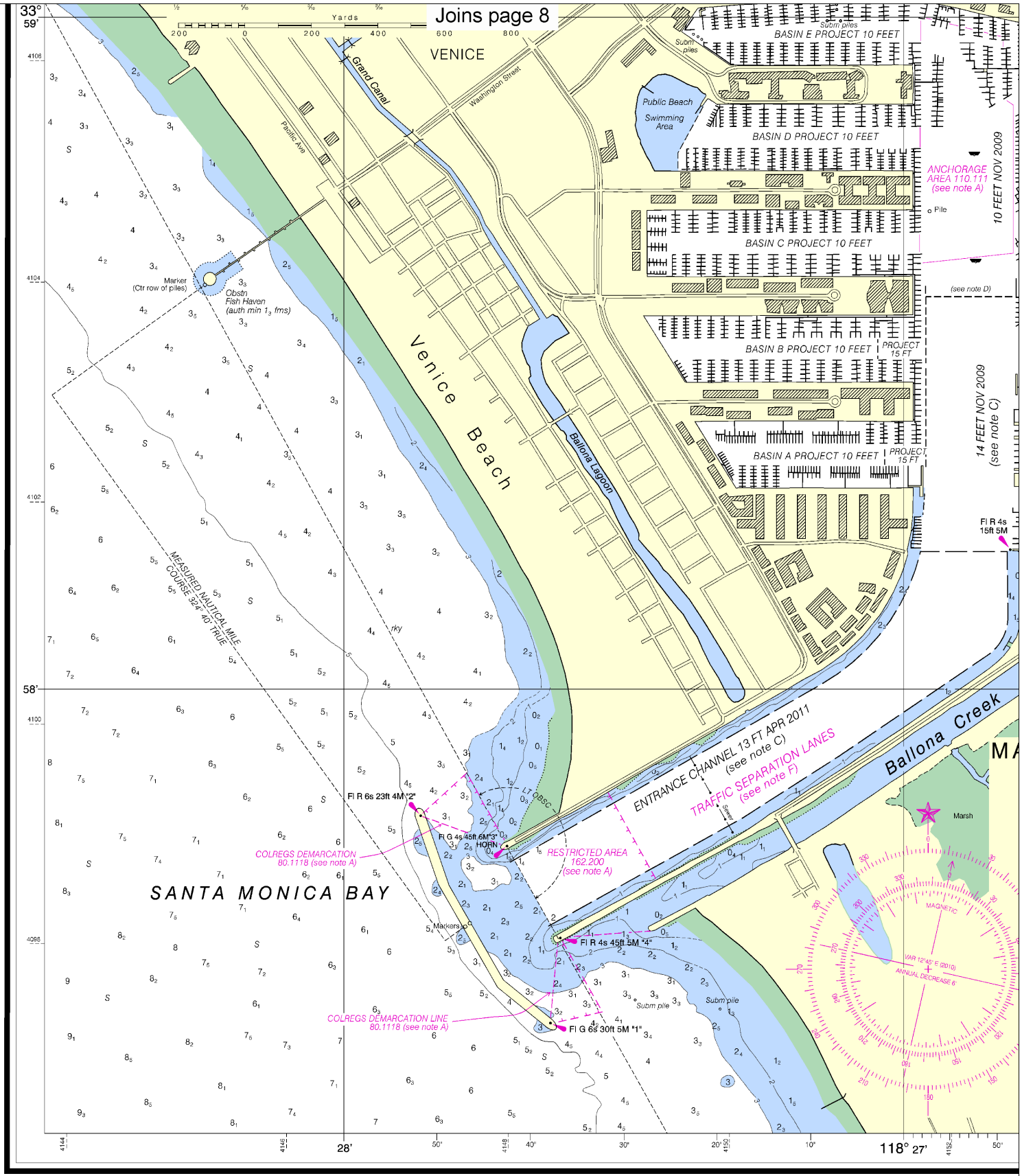
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Marina del Rey
Ballona Lagoon
Ballona Creek
Playa del Rey
LOS ANGELES
INTERNATIONAL
AIRPORT
AERO
Rot W & G
EL SEGUNDO
STACK (334)
STACK (334)
Tank Farm
Tank Farm
STACKS
(SOUTH OF FOUR)
TANKS
P E Ry
SPIRE
MANHATTAN BEACH
HERMOSA BEACH
STACK (NORTH OF FIVE)
Hosp
Fl G 4s 45ft 6M "3"
HORN
Fl R 6s 23ft 4M "2"
RESTRICTED AREA
162.200 (see note A)
Fl R 4s 45ft 5M "4"
Fl G 6s 30ft 5M "1"
Subm piles
(use inset)
MEASURED NAUTICAL MILE
COURSE 324°40' TRUE
Obstn
Fish Haven
(auth min 10₅ fms)
(see note B)
(see note G)
R "10ES"
Q R GONG
R N
"12ES"
R N
"8ES"
R "2ES"
Fl R 4s BELL Priv
Y
Priv
"A"
Fl 2.5s 24ft
"ES" Priv
R
N "6ES"
R
N "4ES"
W Or
Priv Aids
Subm obstns
SAFETY ZONE
165.1156 (see note A)
Sewer
Obstns
(cov 1₃ fms)
(cov 2₃ fms)
COMMERCIAL
ANCHORAGES
ES-2
M
O
N
I
C
A
B
A
Y
NOTE G
Numerous submerged pipelines, sewer lines, uncharted buoys and other potential hazards to navigation exist within this area. Anchoring, dredging, seining, fishing, and similar activities within this area may foul, rupture, or otherwise disturb the submerged pipelines, risking severe environmental damage. If circumstances necessitate a transit through this region, proceed by the most direct route without undue delay and extreme caution, as there are numerous unlighted buoys.
Obstn
Fish Haven
(auth min 1₃ fms)
HORN
Priv
Obstn
Fish Haven
(auth min 10 fms)
B2
B4
A
33°50'
118°40'
56'
55'
Joins page 15



33rd Ed., Aug. /10 ■ Corrected through NM Aug. 21/10
Corrected through LNM Aug. 10/10

18744

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

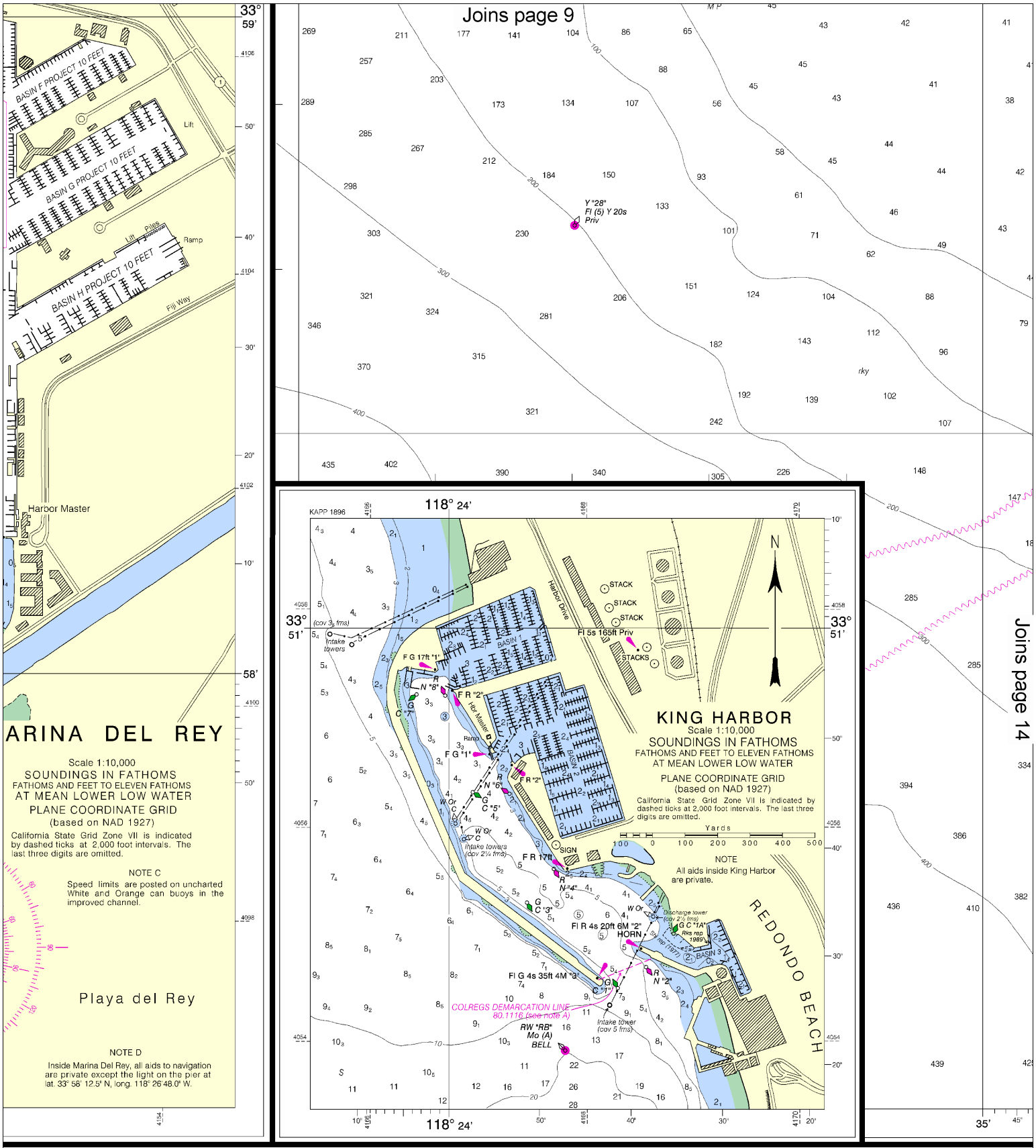
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

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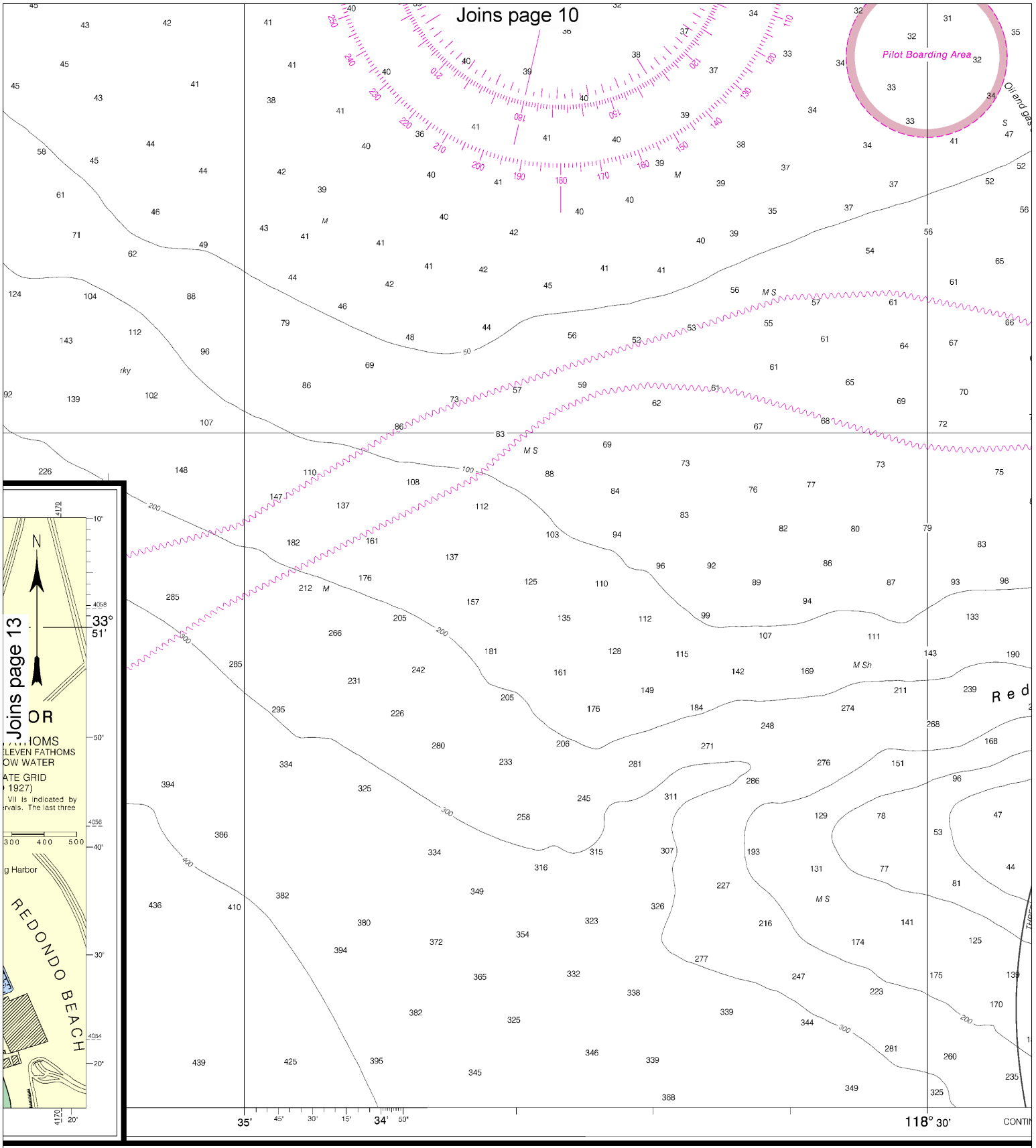
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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U.S. DEPARTMENT OF COMMERCE
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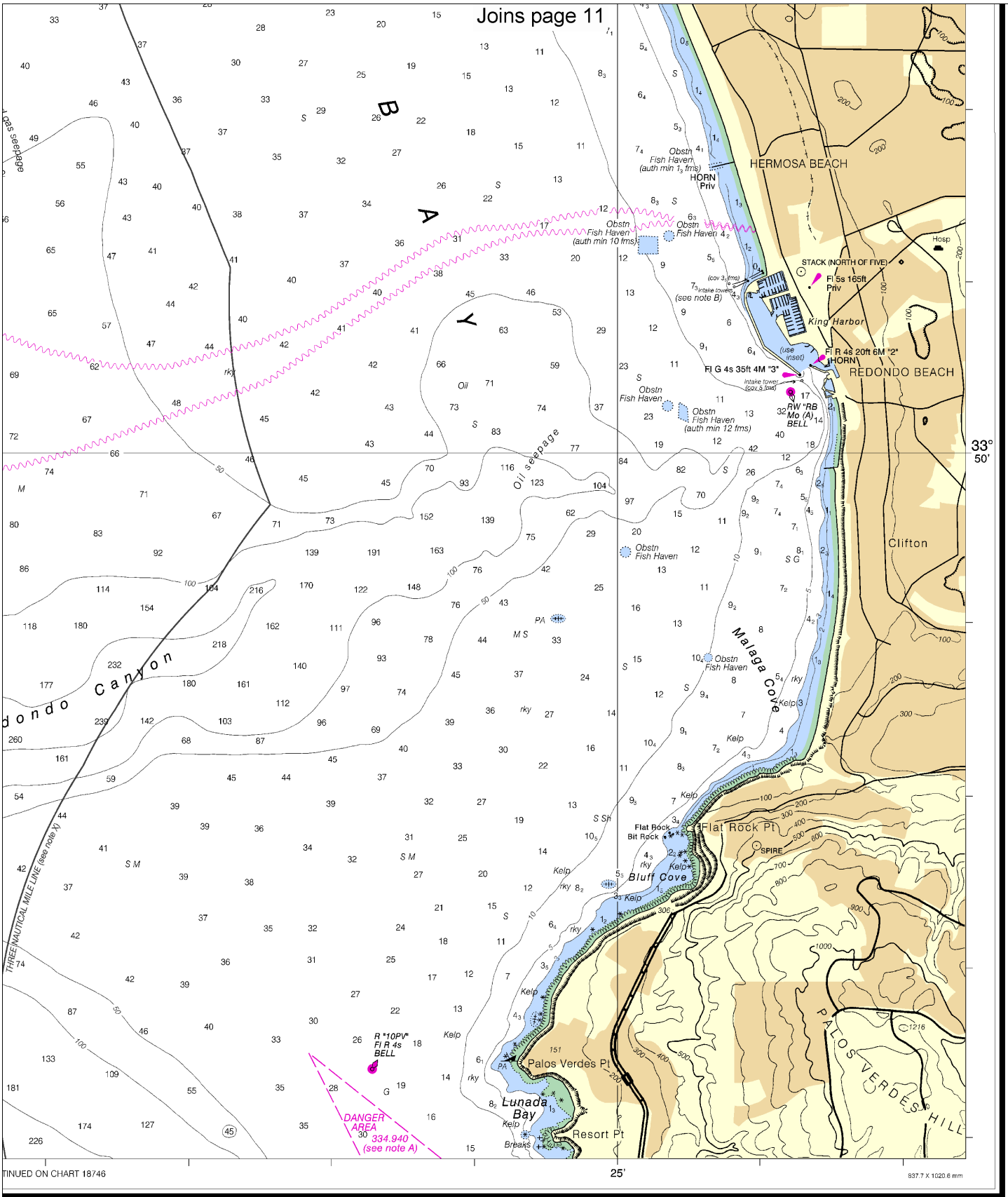
NATIONAL OCEAN SERVICE
COAST SURVEY

SCALE 1:40,000
Nautical Miles
1 ½ 0 1 2
Yards
1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Santa Monica Bay

SOUNDINGS IN FATHOMS - SCALE 1:40,000

18744

ED. NO 33

NSN 7642014011594 NGA REFERENCE NO. 18BHA18744

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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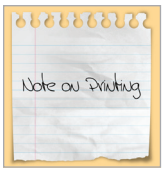

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